



January 6, 2012

TO: Mayor and Members of Council

FROM: Denise T. Roth, Interim City Manager *DR*

SUBJECT: Items for Your Information

IFYI HIGHLIGHTS

- Contact Center Feedback
- Change Order: Street Resurfacing
- Change Order: Tankersley Drive
- Sidewalk Projects

Contact Center Feedback

Attached are the weekly reports generated by our Contact Center for the weeks of December 19, 2011 – December 23, 2011 and December 26, 2011 – January 1, 2012.

January 17, 2012, City Council Meeting

- Change Order: Street Resurfacing: Attached is a memorandum from City Engineer Ted Partrick, dated December 20, 2011, notifying Council of a change order on the contract for street resurfacing for \$246,740, of which the City will be responsible for 20% (\$49,348). Council's approval is required on this change order and it is on the agenda for the January 17, 2012, City Council meeting.
- Change Order: Tankersley Drive Intersection Improvements: Attached is a memorandum from City Engineer Ted Partrick, dated January 3, 2012, informing Council of a change order on the contract for the Tankersley Drive intersection improvements for \$45,788. Council's approval is required on this change order and it is on the agenda for the January 17, 2012, City Council meeting.

Sidewalk Projects

Attached is a memorandum from Transportation Director Adam Fischer, dated December 22, 2011, regarding the City's sidewalk implementation program, explaining how sidewalks projects are selected and a timeline for future sidewalk construction.

DTR/mm
Attachments

cc: Office of the City Manager
Global Media

Public Affairs
Contact Center Weekly Report
Week of 12/19 -12/23/11

Contact Center

3949 calls answered this week

Top 5 calls by area

Water Resources

Balance Inquiry – 900
Payment extension - 173
General Info – 133
Sign up/Owners – 116
Pay by phone - 88

Field Operations

Electronic Waste – 119
Holiday Schedule - 118
Landfill/transfer/HHW - 94
Loose Leaf collection - 88
Bulk guidelines - 72

All others

Police/Watch Operations – 227
Courts/Sheriff – 49
Police Records - 51
Building Inspections- 25
GTA - 23

Comments

We received a total of **5** comments this week:

Field Operations – 2 comments:

- Customer was very pleased that leaves were picked up today crew did an excellent job
- I just wanted to call and tell the yard waste crew that came to my house this morning that I think they did an excellent job getting up my yard waste. I want to tell them thank you for an excellent job done.

Police – 1 comment:

- I want to SINCERELY thank the Chief for allowing his officers to participate and facilitate the escort for returning fallen soldier Chris Levy Saturday. To see them blocking traffic on major highways and saluting like all that matters at the time. Was respectful and touching and honorable.

Water Resources – 2 comments:

- Caller requests that if at all possible, the City notify residents in advance of turning water off for repairs. When citizens are notified, they should be told if water will need to be turned off again for further repairs so they can make alternate plans.
- Customer feels there should be no charge added to pay the water bill on line. Bills already include charges for billing and availability and there should be no extra charges added.

Overall

Calls about loose leaf collection continued to remain steady while calls about the new call-in pick up service for electronic waste increased last week. Call volume was busy through the end of the week.

**Public Affairs
Contact Center Weekly Report
Week of 12/26/11 -1/1/12**

Contact Center

3413 calls answered this week

Top 5 calls by area

Water Resources

Balance Inquiry – 781

Sign up/Owners – 134

Payment Extensions - 99

General Info – 91

Pay by phone - 85

Field Operations

Landfill/Transfer/HHW - 112

Loose Leaf collection - 81

Bulk Guidelines - 70

Electronic Waste – 66

Holiday Schedule - 62

All others

Police/Watch Operations – 196

Courts/Sheriff – 52

Business License - 40

Police Records - 39

Tax Department - 21

Comments

We received a total of 2 comments this week:

Field Operations – 2 comments:

- called yesterday about a pothole and was pleasantly surprised to come out this morning and see that the repairs were already made; she didn't even hear us working! Just wanted to thank you.
- City driver did an excellent job. On Westover Terrace, a driver was in the wrong lane on off ramp. The driver of the City truck stopped traffic, to help avoid a traffic accident and directed traffic to help clear backed up traffic. Wanted to say thanks for a job well done.

Overall

Common topics included loose leaf collection and questions about how to discard household items. Calls about payment extensions and due dates, as well as new account sign ups, dominated our water calls. Otherwise, it was a steady week in the Contact Center.



December 20, 2011

TO: Denise Turner Roth, Interim City Manager

FROM: Ted Partrick, City Engineer

SUBJECT: Resurfacing of Streets (Pavement Maintenance)
Contract 2010-001 (U-5157)
Change Order #1

Summary

The contract 2010-001 has cost over-runs that will require approval of a change order by City Council. An agenda memo is being prepared for the January 17, 2012, Council meeting as a change order for \$246,740.44. The pavement-resurfacing contract is complete and the final costs have been calculated.

Background

Blythe Construction, Inc., a North Carolina Licensed General Contractor, was awarded the contract 2010-001 for Resurfacing of Streets by the City Council on April 5, 2011. The contract was estimated by the engineering staff in the amount of \$4,380,074.58 using historical pricing data. It was awarded to the contractor in the amount of his bid, \$3,806,956.57. The work is now complete.

The change order is the result of unforeseen escalation in the terminal prices of asphalt in the summer of 2011. The contracts used by the City for pavement include a long-standing NC Department of Transportation (NCDOT) required fuel cost adjustment provision, which reduces the cost of the contractor's risk. The provision adjusts the payment to the contractor for asphalt in accordance with the cost of the asphalt at the time it is purchased. The price is fixed monthly by the NCDOT and can increase or decrease. In every month of construction for this particular contract, the cost of the asphalt exceeded the base price in the contract specifications by an average of \$104/ton. The asphalt price increased from \$478/ton in July 2010 to \$607/ton in July 2011. The overrun in asphalt resulted in a \$224,304 increase from \$1,005,842 to \$1,230,146.

In addition to the increase in asphalt costs, the construction of unforeseen curb ramps for accessibility resulted in a total increase in the contract of \$246,740 or 6.5% of the original contract.

This contract included no contingency funds, per NCDOT grant funding restrictions. The NCDOT/FHWA will reimburse 80% of the change order (\$197,392) with the City funding 20% (\$49,348). These amounts are within the budgeted amounts for the work.

THP
Attachment

cc: Butch Simmons – Engineering & Inspections Department
Dale Wyrick – Field Operations Department
Mike Mabe – Field Operations Department

Monthly Asphalt Adjustments	Adj./Ton	Tons	Total Month Adj.
July	\$ 125.03	124.95	\$ 15,622.50
August	\$ 109.84	880.52	\$ 96,716.32
September	\$ 98.77	457.33	\$ 45,170.48
October	\$ 95.56	525.68	\$ 50,233.98
November	\$ 94.84	174.62	\$ 16,560.96
TOTAL ADJUSTMENTS	\$ 103.70	2,163.10	\$ 224,304.24

Asphalt Costs	Asphalt Binder Cost Per Ton (Avg.)	Tons Required	Asphalt Binder Cost
Estimated Costs	\$465	2,163	\$1,005,842
Actual Costs	\$569	2,163	\$1,230,146

Reimbursements:			
Total Change Order			\$ 246,740.44
	Reimb.	0.80	\$ 197,392.36
	City Match	0.20	\$ 49,348.08

Overrun 6.48%



January 3, 2012

TO: Denise Turner Roth, Interim City Manager

FROM: Ted Partrick, City Engineer

SUBJECT: Tankersley Drive Intersection Improvements
Contract 2010-004
Change Order #2

Summary

The contract 2010-004 has cost over-runs that will require approval of a change order by City Council. An agenda memo is being prepared for the January 17, 2012, Council meeting as a change order for \$45,788. The intersection improvement contract is complete and the final costs have been calculated.

Background

APAC Atlantic, Inc., a North Carolina Licensed General Contractor, was awarded the contract 2010-004 Tankersley Drive Intersection Improvements by the City Council on August 20, 2010. The contract was estimated by the engineering staff in the amount of \$620,982 using historical pricing data. It was awarded to the contractor in the amount of his bid, \$486,844.30. An \$85,500 change order to the contract for the removal of rock was approved by City Council on October 19, 2010. The project work is now complete.

The change order reflects the cost of three items: moving a waterline, expediting the completion in Church Street, and asphalt price adjustments. The total cost of the three items is \$60,718. The increase was reduced by \$14,930 using credits from various other items to result in a net amount of \$45,788.

The widening of Church Street, a 2008 bond project, requires storm drainage and waterline upgrades on the east side of Church Street. The stormwater piping adjustment was performed under this contract while construction of the intersection was under way. It was determined that the water line and an underground vault also had to be moved during construction, at a cost of \$19,967.

The rock excavation and the movement of storm structures and water piping in Church Street and in the intersection at Tankersley resulted in serious safety concerns with street closures. Church Street is a major access route to both Fire Station #1 and Moses Cone Hospital. The large excavations in the intersection and on the east side of Church Street were backfilled with stone to eliminate time-consuming soil compaction work in the excavations. The extra stone resulted in a cost of \$35,288.

The cost of the asphalt includes an unforeseen escalation in the terminal prices of asphalt in the summer of 2011. The contracts used by the City for roadway pavement include a long-standing fuel cost adjustment provision, which reduces the cost of the contractor's risk. The provision adjusts the payment to the contractor for asphalt in accordance with the cost of the asphalt at the time it is purchased. The cost of the asphalt exceeded the base price in the contract specifications by an average of \$61/ton. The overrun in asphalt resulted in a \$5,464 increase.

THP

cc: Butch Simmons – Engineering & Inspections Department
Adam Fischer – Transportation Department



December 22, 2011

TO: Denise Turner Roth, Interim City Manager

FROM: Adam Fischer, Director of Transportation

SUBJECT: Sidewalk Construction Program

Following the adoption of the BiPed Plan in 2006, the passage of the 2008 Transportation Bond, and the recent leverage of federal funds to support local sidewalk projects, the City of Greensboro has embarked on a more aggressive sidewalk implementation program. Over the next 10 years, over 100 miles of sidewalks will be constructed in Greensboro, increasing Greensboro's sidewalk inventory by 25% and filling major gaps in the City's sidewalk network. This memo describes the City's sidewalk program, how sidewalk projects are selected, and general timeframes for future sidewalk construction.

City sidewalk projects are determined by the following three processes. Please see the attachment, *Current and Upcoming Sidewalk Construction*, for a schedule of planned sidewalk construction.

1. Since the 2000 Transportation Bond, all City roadway enhancement and widening projects have included sidewalk construction on both sides of the roadway. Over the next 10 years, sidewalks included with roadway improvements are expected to add thirty three (33) miles of sidewalks.
2. The City offers a Sidewalk Petition Program for neighborhood streets. Under this program, if 51% of affected property owners approve, the City will add feasible neighborhood sidewalk projects to the sidewalk construction program. Three (3) miles of sidewalk petition projects are currently identified for implementation over the next 5 years.
3. The City has a program of independent sidewalk projects where prioritizes are determined based on criteria established in the BiPed Plan. Factors used to prioritize independent sidewalk projects include pedestrian safety, enhancing transit connections, and connecting people to needed destinations such as shopping, school, work, and higher density housing. Eighty seven (87) miles of independent sidewalk projects are currently identified for implementation over the next 10 years.

The BiPed Plan is an important guide for selecting independent sidewalk projects through the identification of long-term sidewalk needs across the City. The BiPed Plan is flexible and responsive to changing community needs and prioritizes projects based on a range of factors including:

- safety (roadway type, traffic volumes and speeds);
- demand (presence of a worn path in the roadway shoulder or other observation of significant pedestrian activity)

- proximity to destinations such as public transportation, shopping, residential and higher density residential uses, schools, and parks
- connectivity (filling key, “short”, gaps in the sidewalk network)
- consideration of constraints that would render sidewalk either impossible or cost-prohibitive.

The BiPed Plan recommends 362 miles of future sidewalks, which are divided into four priority tiers, from high to low. The attachment titled *Sidewalk Project Prioritization* describes the BiPed Plan’s priority tiers in more detail.

Once a sidewalk project is established and funded, GDOT turns the project over to the Engineering and Inspections Department for final design, right of way acquisition, and construction. Sidewalk projects are grouped onto construction contracts based on the timing of design, right of way acquisition, and utility relocation. An effort is also made to coordinate project development schedules to coincide with funding availability for construction.

Funding for sidewalk construction is made possible through transportation bond funds, which have leveraged substantial federal-aid funds. The MPO Transportation Advisory Committee (TAC) and the NCDOT have worked closely to identify federal-aid funding for local sidewalk needs, which include \$13.6 million scheduled between 2010 and 2014, leveraged by \$3.3 million in local transportation bond funds. Between 2015 and 2018, another \$8.8 million in federal-aid is tentatively programmed, with a \$2.4 million transportation bond match expected. The MPO and NCDOT have directed this funding to sidewalk projects that improve safety, increase access to transit, support area land use planning and sustainability, support economic development goals, promote public health, and more generally enhance mobility and accessibility throughout the community. Funding amounts directed to 2012-2018 federal-aid projects are based on NCDOT projections. Actual federal funding availability will depend on future federal authorizations, equity formula constraints, and the availability of funds at the NCDOT.

AF/tm

Attachments: MPO Area Major Project Summary & Transportation Project Update Newsletter

cc: Michael Speedling, Assistant City Manager
 Butch Simmons, Engineering & Inspections Director
 Tyler Meyer, AICP, GDOT Transportation Planning Division Manager, MPO TCC Chair
 Peggy Holland, GDOT/MPO Bicycle and Pedestrian Coordinator

BiPed Plan Sidewalk Prioritization Tiers

Tier 1

Tier 1 sidewalks are recommended in locations that will complete the sidewalk network on both sides of thoroughfare roadways. Thoroughfares typically have higher traffic volumes, higher speed limits, and are often wider than other streets. These roadways provide a high degree of connectivity across the community. They are also often lined with commercial, residential, or other land uses that attract pedestrian travel. The Tier 1 recommendations also include sidewalks on primary transit routes (thoroughfares as well as collector and local roadways along transit routes). Generally, projects that address a range of priorities (for example, thoroughfares that serve as transit routes and connect commercial services with higher density residential development) have the highest priority for implementation. (Tier 1 mileage = 90 miles)

Tier 2

Tier 2 sidewalk recommendations are intended to complete the sidewalk network on both sides of higher-level collector roadways (e.g., collector roadways with the greater amounts of existing or potential pedestrian, bicycle, and automobile activity). These streets often have relatively high speeds and provide connectivity between the local street network and thoroughfares. The Tier 2 recommendations include sidewalks on both sides of the remaining transit routes on local and collector streets. Some of the thoroughfare roadways on the urban fringe of the City may also have sidewalks recommended as Tier 2. Another area of emphasis is where schools are located. (Tier 2 mileage = 47 miles)

Tier 3

Tier 3 sidewalks are recommended to complete the network of sidewalks on both sides of the rest of the collector street system. Tier 3 also includes recommendations for sidewalks on selected local streets that provide significant connections or are otherwise known to experience a relatively high level of pedestrian demand. (Tier 3 mileage = 118 miles)

Tier 4

Tier 4 sidewalks are recommended on similar types of roadways as Tier 3. However, they will generally be implemented after the Tier 3 projects. (Tier 4 mileage = 23 miles)

Roadway Projects

The roadway projects category includes a range of locations where sidewalk construction will be implemented in conjunction with extensive roadway improvements. These include planned future roadway improvement projects where sidewalk installation will be coordinated with future roadway improvements (such as Horse Pen Creek Road and Alamance Church Road). The roadway projects category can also include lower-level streets without curb and gutter and bad topographic or other corridor conditions for back-of-ditch sidewalks but have a high level of pedestrian demand (such as Lindley Road and Lowdermilk Street).

Petitions

Sidewalks, primarily local streets in neighborhoods, are submitted for construction after a successful petition of affected property owners. These projects are placed into the queue for construction along with the priority projects.

Upcoming Sidewalk Projects

Projected Completion: 2 Years (26.5 miles)

Contract Start	Title	Description	Length (ft)	District
N	Ardmore Drive	Florida St north to existing sidewalk approximately 950' - West Side Only	950	1
Y	Creekridge Road	Randleman Rd. to U.S. Hwy. 220 - Bond Project	13,000	1
Y	Elm-Eugene St	East Terrell St. to E Meadowview Rd - East Side Only	2,700	1
N	Florida St, East	Willow Street to Lee Street - Both Sides -	5,000	1
Y	Randleman Rd. - West Side Only	Long Street to Rocky Knoll Rd. West Side Only	2,110	1
Y	Rehobeth Church Rd	Creekridge Road to Orlando St.	500	1
Y	Vandalia Road	Elm-Eugene St. to Randleman Rd. (south side only)	3,200	1
Y	Vandalia Road	Randleman Rd to the existing C&G east of Lakefield Dr	1,400	1
Y	Bessemer Ave, East	Headquarters Dr. to Holt Ave. South Side Only	4,700	2
Y	Bessemer Ave, East	U.S. 29 to Franklin Blvd. North Side Only	7,600	2
Y	Bessemer Avenue	Delancy St to Huffine Mill Rd	1,645	2
Y	Spry St	Yanceyville St to Amos Drive - Both Sides	4,000	2
Y	Spry St	Summit Ave to Amos Drive - South Side Only	1,250	2
Y	Briarcliff Rd	Wendover Ave. West to Nottingham Rd. West side only	3,600	3
Y	Cone Blvd, West	Patriot Way to approx 630' East of Lawndale Drive	2,785	3
N	Cone Blvd., West	Battleground Rail Trail to Lawndale Dr - South Side Only	2,030	3
Y	Cornwallis Drive - Phase I	Lawndale Drive to Kirkpatrick Place - Both Sides where none now exist.	3,700	3
Y	Cornwallis Drive - Phase II	Kirkpatrick Place to North Church Street - Both Sides where none now exist.	7,900	3
Y	Elam Avenue	West side between Cornwallis Dr & Pembroke Rd	1,350	3
Y	Lawndale Dr.	Cone Blvd to Existing sidewalk on east side of eastern ramps at Lawndale Drive and existing sidewalk on South side of Cone Blvd. Includes portion at overpass.	1,000	3
Y	Lawndale Drive	Pisgah Church Rd to Old Sears bldg. driveway - West Side Only	4,700	3
Y	Pembroke Rd North	Benjamin Parkway south to existing sidewalk at 3224-3236 Northline Ave North Side Only	1,545	3
Y	Pembroke Rd South	Benjamin Pkwy to Fairway Dr - South Side Only	1,075	3
Y	Pembroke Road	North side between Benjamin Pkwy. & Elam Avenue.	900	3
N	Pinedale Drive	Benjamin Pkwy to Battleground Ave North Side Only	700	3
Y	Friendly Avenue	Holden Rd to Hobbs Rd. South Side Only	1,000	4
N	Market St, West	Approx. 50' West of Meadwood Dr. to S. Walnut Circle	8,575	4
N	Market St. West	Starmount Drive to Ridgeway Drive - North Side Only	3,000	4
N	Market St., West	Village Lane to North-Walnut Cir. - North Side Only	3,100	4
Y	Spring Garden St	Holden Rd. to Lindell Rd. (both sides - where none exists)	4,900	4
Y	Bridford Pkwy./Swing Rd.*	Extend Bridford Pkwy/Swing Rd. Connection	11,580	5
Y	High Point Road	Lake Haven Place to east of Marchester Way (east side only)	1,135	5
N	High Point Road	700' east of Merritt Dr. to 700' west of Merritt Dr.	1,500	5
Y	Holden Rd, South	Farmington Drive to Vanstory Street (east side)	1,100	5
Y	Holden Rd, South	W. Vandalia Rd. to Farmington Drive (east side)	4,875	5
Y	Hornaday Rd.	Chimney Rock Rd. to Hornaday Rd.	10,600	5
N	Merritt Drive	I-40 Bridge to High Point Rd. - Bond Project	9,000	5

*Construction by NCDOT with City funding participation

Greensboro Department of Transportation
December 15, 2011

Upcoming Sidewalk Projects

Projected Completion: 3-5 Years (43.8 miles)

Title	Description	Length (ft)	District
Concord Street	North side between Randleman Rd and Soabar St	1,150	1
Florida Street	Both sides between Ashe Street and Willow Street.	10,600	1
Florida Street, East & Randolph Ave.	Florida St., East & Randolph Ave. - intersection improvements	1,050	1
Holts Chapel Rd	From Franklin Blvd to Market St along both sides	4,815	1
JJ Drive	North side of JJ Drive from ramp to existing sidewalk and at ramp from Randleman Road to JJ Drive	1,175	1
Lovett Street	West side: Florida Street to Freeman Mill Road. East side: Florida Street to existing sidewalk north of Freeman Mill Road	5,650	1
Lowdermilk Street	Sidewalk & curb & gutter design from Holts Chapel Road to Camerson Avenue	3,200	1
McConnell Road	South side: Willow Road to english Street. North Side: from existing sidewalk east of Willow Road to existing sidewalk west of English Street	1,765	1
Randleman Rd.	Creekridge Rd to Glendale Rd - East Side Only	6,220	1
Vandalia Road	Holden Rd to Osborne Rd, south side only	210	1
Byers Road	West side of Byers Road from Lees Chapel Road to existing, and west side from existing on Byers Road to existing on east side of Byers Ridge Drive	1,200	2
Cone Blvd Extension	End of Cone Blvd to approx 3,200' east end of Nealtown Rd.	10,500	2
Nealtown Road	Cone Boulevard to approximately 2,000' south.	4,000	2
Phillips Avenue	Where none exists between Summit Ave and Huffine Mill Rd	5,500	2
Wendover Ave, East	Arnold St. to Rollins St. (south side)	3,285	2
Wendover Ave. East	Tucker St. to Penry Rd. - Both Sides	21,800	2
Battleground (US220)*	Widen and construct sidewalk between Horsepen Creek Rd. and Owl's Roost Rd.	9,990	3
Battleground - Benjamin - Cone Intersect. Improv.	Intersection Improvements on West Cone at Battleground and Benjamin Pkwy	4,000	3
Battleground - Westridge Intersect. Improvements	Battleground Ave & Westridge Rd intersection improvements	4,000	3
Friendly Ave, West	Elam Ave to Overlook St (north side)	3,025	3
Guilford Avenue	South side from Adams St east and west to existing sidewalk,	275	3
Holden Road	Madison Ave to Friendly Ave on both sides where none exists	6,400	3
Holden Road	Cascade Drive/Cornwallis Drive to Bryan Blvd interchange on both sides where none exists	3,600	3
Battleground Ave - New Garden Rd Inters. Improv	Intersection Improvements at Battlground and New Garden Rd.	3,200	4
College Road/New Garden Road	East side from existing south of Friendly Ave to Guilda Dr.; New Garden Rd., west side from Ballinger Rd. to Friendly Ave.	4,950	4
Edith Lane	Shelby Drive and Meadowood Street	1,800	4
Henderson Road	East side between Friendly Ave and Farrar Dr - includes wheelchair ramps on both sides of Henderson Road on the south side of Farrar	1,000	4

*Construction by NCDOT with City funding participation

Greensboro Department of Transportation
December 15, 2011

Upcoming Sidewalk Projects

Title	Description	Length (ft)	District
Market St. - Walker Ave Intersect. Improvements	Design and construct right turn lane on eastbound W. Market St.	475	4
Market St. West	Walnut Circle to approx. 400' West of Walker Ave. Both sides where none now exist.	12,000	4
Walker Avenue	Market St West to Holden Rd - Both sides	2,100	4
Warren Street	East side from Spring Garden north to existing sidewalk	400	4
Wendover Ave - Clifton Rd Intersection	Intersection Improvements @ intersection of W. Wendover Ave & Clifton Rd.	1,400	4
High Point Rd.*	Widen and new alignment Hilltop to Vickery Chapel	39,350	5
Mackay Road	Atwater Drive to Williamsborough Lane	6,000	5
Market St.*	Widen from NC68 to west of Bunker Hill	31,950	5
Market St/College Rd/Guilford College Rd	Intersection Improvements Including Guilford College Rd - Wendy Ct to Guida Dr.	3,500	5
Stagecoach Trail	East side from Friendly Ave to entrance of Guilford Elementary	2,145	5
Wendover Ave. West	Edwardia Drive to Oak Branch Road - Both Sides	7,600	5

Projected Completion: 5-10 Years (69.2 miles)

Title	Description	Length (ft)	District
English Street Sidewalk	East Market St to E. Lee St both sides where none exists	3,840	1
English Street Sidewalk	E. Lee St to E. Florida St, both sides where none exists	2,600	1
Four Seasons Sidewalk	Creekridge Road to Vandalia Road where none exists	2,274	1
Glendale Drive	Between Holden Road and Randleman Road	17,200	1
Vandalia Rd. East	S. Elm-Eugene St to Pleasant Garden Rd	12,000	1
Vandalia Road	West of Holden Road to Randleman Road	15,086	1
Church Street	Lees Chapel Road to Electra Drive (east side only)	7,000	2
Cone Boulevard	O'Henry Blvd to St. Regis Rd	12,725	2
English Street	East side: Phillips Ave to Wendover Ave where none exists	3,050	2
English Street Sidewalk	Wendover Ave to East Market St, both sides where none exists	3,840	2
Lees Chapel Road	Between Yanceyville and Brightwood School on south side; between existing and Presnell Way on north side	8,000	2
Lees Chapel Road	Church St to Yanceyville St both sides where none exist	3,610	2
Lindsay Street	West side from Bessemer Ave south to existing north of Murrow	4,250	2
Pisgah Church Road	Church St to Battleground Ave both sides where none exist	16,050	2

*Construction by NCDOT with City funding participation

Greensboro Department of Transportation
December 15, 2011

Upcoming Sidewalk Projects

Title	Description	Length (ft)	District
Rudd Station Road	East side between Scott Road and Townsend Road. North side of Scott Road between Rudd Station Road and Summit Avenue. No curb & gutter - construct per ribbon pavement detail	3,400	2
Sixteenth Street	Between Yanceyville & Cone on the south side and between Yanceyville & Summit on the north side	11,985	2
Summit Avenue	From Sixteenth Street south to existing on west and from Rankin Road south to Avery driveway on east	6,900	2
Summit Ave	West side of Summit Avenue between Scott Road and Creekbrooke Court to tie into existing wheelchair ramp @ Creekbrooke Court	2,675	2
White Street	Nealtown Rd to Existing Curb & Gutter	1,000	2
Yanceyville Street	Between Bessemer Ave & Cornwallis Dr where none exists	7,100	2
Yanceyville Street	Between Cornwallis Dr & Cone Blvd where none exists	5,400	2
Yanceyville Street	Between Cone Blvd & Lee's Chapel Rd where none exists	19,580	2
Battleground Avenue	From Old Battleground Rd. to Benjamin Pkwy.	14,150	3
Battleground Avenue	Between Westridge & Cotswold	9,600	3
Benjamin Parkway	Pinedale Rd to Battleground Avenue - Both Sides	1,450	3
Church St. North - Phase I	Wendover Ave to approximately 800' north of Tankersley Drive	7,000	3
Church St. North - Phase II	Approximately 600' South of State Street to Cone Blvd	10,400	3
Cone Blvd, West	West Cone Blvd at Battleground Ave at Battleground Ave Intersection improvements	760	3
Cornwallis Drive	Lendew to Surrey	2,084	3
Elm Street, North	West side from Cone Blvd to existing SW south of Irving Park Court and east side from Cone Blvd south to existing SW north of Cornwallis	6,000	3
Friendly Avenue, West	Elam Ave to Overlook St (north side)	3,025	3
Green Valley Road	West side from Madison Avenue to Friendly Avenue.	1,700	3
Green Valley Road	North side from west of Lendew Street to Battleground Avenue and south side from west of Westover Terrace to Battleground Avenue.	2,165	3
Green Valley Road	East side from Friendly Ave to Northline Ave and west side from Northline Ave to Benjamin Pkwy.	2,530	3
Holden Road Sidewalk	Walker Ave to Madison Ave on both sides where none exists	3,900	3
Horsepen Creek Road Widening	multilane widening between New Garden Rd and Battleground Ave including bridge over Horsepen Creek and sidewalk	35,900	3
Lawndale Drive	Pisgah Church Road to Beaconwood	7,095	3
Big Tree Way	Both sides from Wendover Ave to Shelby Dr where none exists and west side from Shelby Dr to NCDOT's Bridford Pkwy project limits on Big Tree Way.	4,100	4
College Road	W. Market St. to Lindley Rd. (west side only)	325	4
Hewitt Street	Norwalk St to Merritt Dr	7,680	4
Holden Road	Construct sidewalk from Spring Garden St to 860' south	5,100	4

*Construction by NCDOT with City funding participation

Greensboro Department of Transportation
December 15, 2011

Upcoming Sidewalk Projects

Title	Description	Length (ft)	District
	of Meadowview Rd, west side only		
Holden Road	Construct sidewalk from Walker Ave to Spring Garden Street, both sides	5,720	4
Merritt Drive	West side from Hewitt St to I-40.	3,700	4
Muir's Chapel Road	East side from Tower Road to Friendly Avenue where none exists.	4,400	4
Muir's Chapel Sidewalk	East side between Preys St and Meade Dr	730	4
Spring Garden St	Pomona Dr to approximately 470' east to existing sidewalk	470	4
Spring Garden Street	From W. Market St to Pomona Dr - south side only	1,475	4
Spring Garden Street	Merritt Dr to Holden Rd - north side only	3,300	4
Spring Garden Street	Merritt Dr to Holden Rd - south side only	3,300	4
Wendover - Norwalk Intersection	Intersection of Wendover Ave & Norwalk St	1,400	4
Wendover Ave - Clifton Rd Intersection	Intersection Improvements @ intersection of W. Wendover Ave & Clifton Rd.	1,400	4
Farmington Drive	From High Point Road to Wintergarden Lane and on the north side from Wintergarden Lane to Holden Road.	6,000	5
Four Seasons Boulevard	East side from Vanstory Street to Creekridge Road.	2,600	5
Friendly Avenue, West	West Market Street to approximately 1350' east of Chimney Road Road - south side only	4,800	5
Friendly Avenue, West	Existing sidewalk 240' west of Carriage Ln to existing sidewalk 250' west of King Goerge Dr - north side only	3,275	5
Friendly Avenue, West	Existing sidewalk 430' east of Forsythia Dr to existing sidewalk approx. 500' west of Lindley Rd - south side only	3,275	5
Friendly Avenue, West	Lindley Road to Francis King Street - south side only	1,700	5
Hilltop Road	South side - existing sidewalk west of Roediger Court to approx. 985 feet west of High Point Road. North side - existing sidewalk west of railroad to Fairfax Road	6,750	5
Holden Road	Construct sidewalk from 1260' north of High Point Road to High Point Road, west side only	1,260	5
Holden Road	Construct sidewalk from 530' south of Darden Road to Vandalia Road, west side only	1,060	5
Mackay Road	Atwater Drive to Williamsborough Lane	6,000	5
Swing Road	Market Street to Burnt Poplar Road	3,907	5
Vandalia Road	Construct sidewalk from Holden Road to Osborne Road, south side only	210	5
Vanstory Street	Ontario to Holden	4,026	5